

Thank you for your comment, Kevin Boyle.

The comment tracking number that has been assigned to your comment is GLMRISBRS50010.

Comment Date: January 29, 2015 14:26:12PM
GLMRIS Brandon Road Scoping
Comment ID: GLMRISBRS50010

First Name: Kevin
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Last Name: Boyle
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Attachment:

Comment Submitted:

Kindra Lake Towing is a Tugboat operation based in South Chicago. We provide various waterborne services to businesses and government agencies in the Chicago Area Waterway System and Lake Michigan. For over 23 years we have prided ourselves for not only our great service but a responsibility that comes along with marine transportation. These waterways are our home and we care for them deeply. This company strives to find more fuel efficient engines and generators for our vessels. We dispose of used waste our vessels produce in the safest and environmentally friendly ways possible. At Kindra, we are often taking steps that aren't legally required but ethically prudent.

It is with this in mind that Kindra has been watching the Great Lakes and Interbasin Mississippi River Study in great detail. We applaud the idea that something must be done to curb any environmental pitfalls that come with an Aquatic Nuisance Species. However there is a problem that GLIMRIS seems to have overlooked. This problem is the proposed actions and its implications on the commercial maritime sector of the Chicago Area Waterway System.

The Brandon Road Lock effort seems in the GLIMRIS opinion to be the most effective use of time and money. Has any thought gone into the ramifications to commercial and recreational traffic? Going over the plan it seems not. A bottle neck of barge traffic seems like an obvious outcome of proposed efforts. The timely delivery of these barges is obvious in Kindra's best interest, but also in the best interest of countless other industries that rely on marine transportation. It is our belief that any serious limitations to barge movement will be detrimental to not only the marine industry but the whole Chicago region as well.

More information is needed before major actions take place to correct this environmental problem. The ANS spreading is definitely a problem but steps to counteract need to be measured and not extreme. Barge transportation is by far not only the most environmentally friendly but cost effective way of moving goods. To see this mode suffer, costs increase and the environment suffer through moving goods in another way in the supply chain would be a shame. Please take more time to consider the Brandon Road Lock effort as I fear it effects more than what is shown in your proposal.